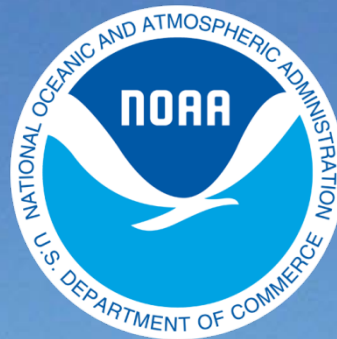


BookletChart™

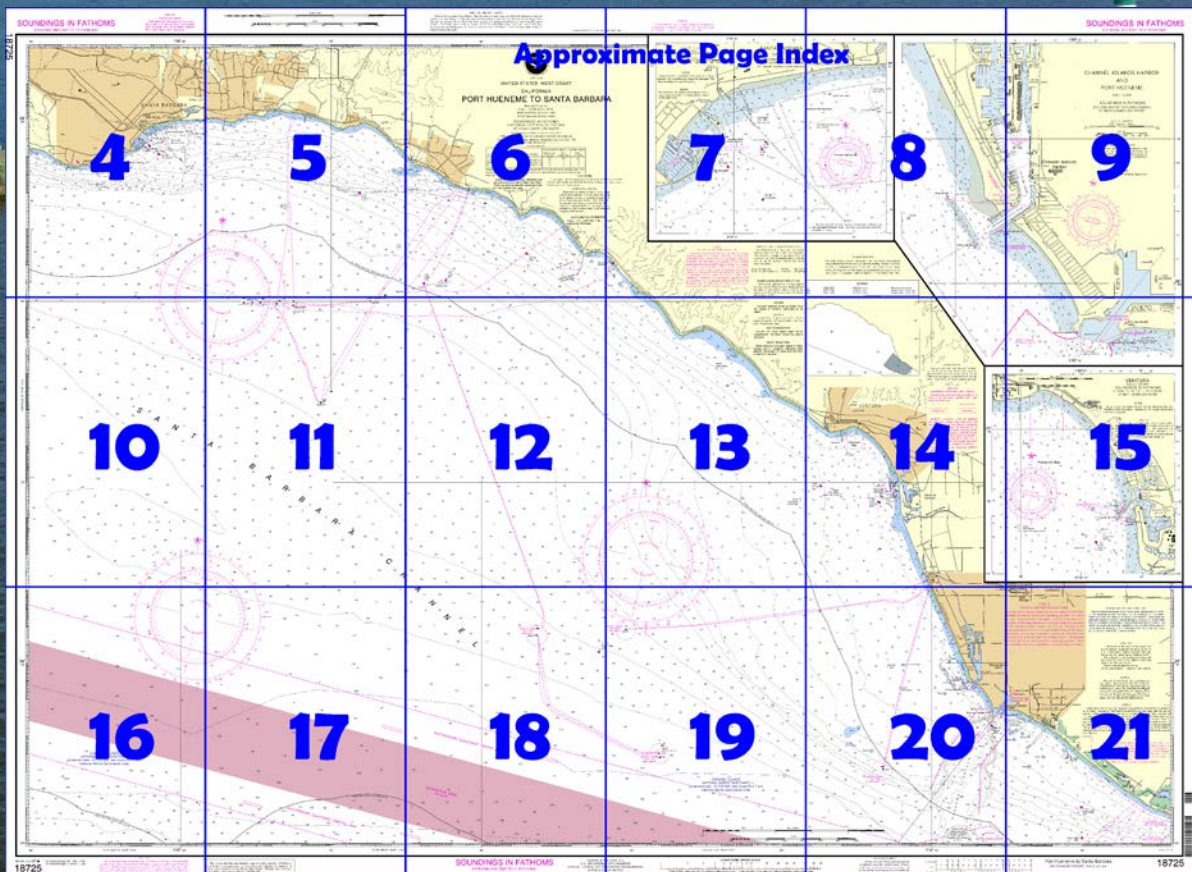
Port Hueneme to Santa Barbara NOAA Chart 18725



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

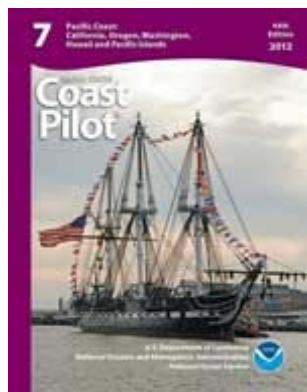
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18725>.



(Selected Excerpts from Coast Pilot)
Channel Islands Harbor, 1 mile NW of Port Hueneme and 5.8 miles SE of Ventura Marina, is a small-craft harbor. It is used by pleasure and sport fishing vessels and has existing berthing facilities for over 2,400 boats. The entrance to Channel Islands Harbor is between two jetties protected by an offshore breakwater. Each end of the breakwater and both the seaward and inshore ends of both jetties are marked by lights. A sound signal is at the seaward end of the S

jetty. The sound signal can be activated upon request to the Coast Guard by radiotelephone VHF-FM channel 16.

Agricultural quarantine.—All vessels from outside of California that dock at Port Hueneme, except those specifically exempt, must be inspected by U.S. Department of Agriculture and/or the Ventura County Department of Agriculture. There are local representatives in the Oxnard area.

Harbor regulations.—The U.S. Navy exercises overall Port Control Authority. Port Hueneme, Control One, is on duty at all times, and monitors VHF-FM channel 6; the Oxnard Harbor District is responsible for its commercial operations. The Wharfinger is on duty at all times and guards VHF-FM channel 14; the Wharfinger office is at the E end of Slip A, along with the pilot and tugboat offices. Entrance to the Naval Construction Battalion Center is restricted, and no photography is permitted without clearance.

No garbage, waste, or refuse shall be discharged in any manner from any vessel in accordance with the California Administrative Code, a copy of which is available at the port's main administrative building. A 5-knot **speed limit** is enforced in the harbor.

Ventura is 8.5 miles N of Point Hueneme on **Pierpont Bay**. It has a 1,960-foot fishing pier with about 19 feet of water at the outer end, and about 18 feet at the inner end of a 250-foot loading face.

Ventura Harbor, 6.7 miles N of Point Hueneme and just N of Santa Clara River, is a small-craft harbor used by pleasure craft and commercial fishing vessels. It has existing berthing facilities for about 1,500 boats. Commercial fish handling facilities are available in the harbor. In 2001, a submerged rock was reported in about 34°15.3'N., 119°16.4'W. Caution is advised.

Santa Barbara, 29 miles NW of Point Hueneme, is a resort city and popular yachting harbor. The harbor is used mostly by pleasure craft and fishing vessels. There are about 1,200 slips in the harbor.

The lines established for Santa Barbara Harbor are described in **80.1126**, chapter 2.

The harbor has a 500-yard breakwater extending NE from **Point Castillo** to an extensive sandbar which forms the S side of the harbor. A jetty extends across the sandbar about 400 yards N from the NE end of the breakwater. A light is at the end of the jetty and a light and sound signal mark the connection between the breakwater and jetty. The sound signal is activated by the Santa Barbara Harbor Patrol. The NE side of the harbor is formed by Stearns Wharf; the wharf is marked by a light at the S end. A groin, about 125 yards long, extends S from shore about 0.3 mile W of Stearns Wharf. At night, sometimes the lights are difficult to see against the background of city lights.

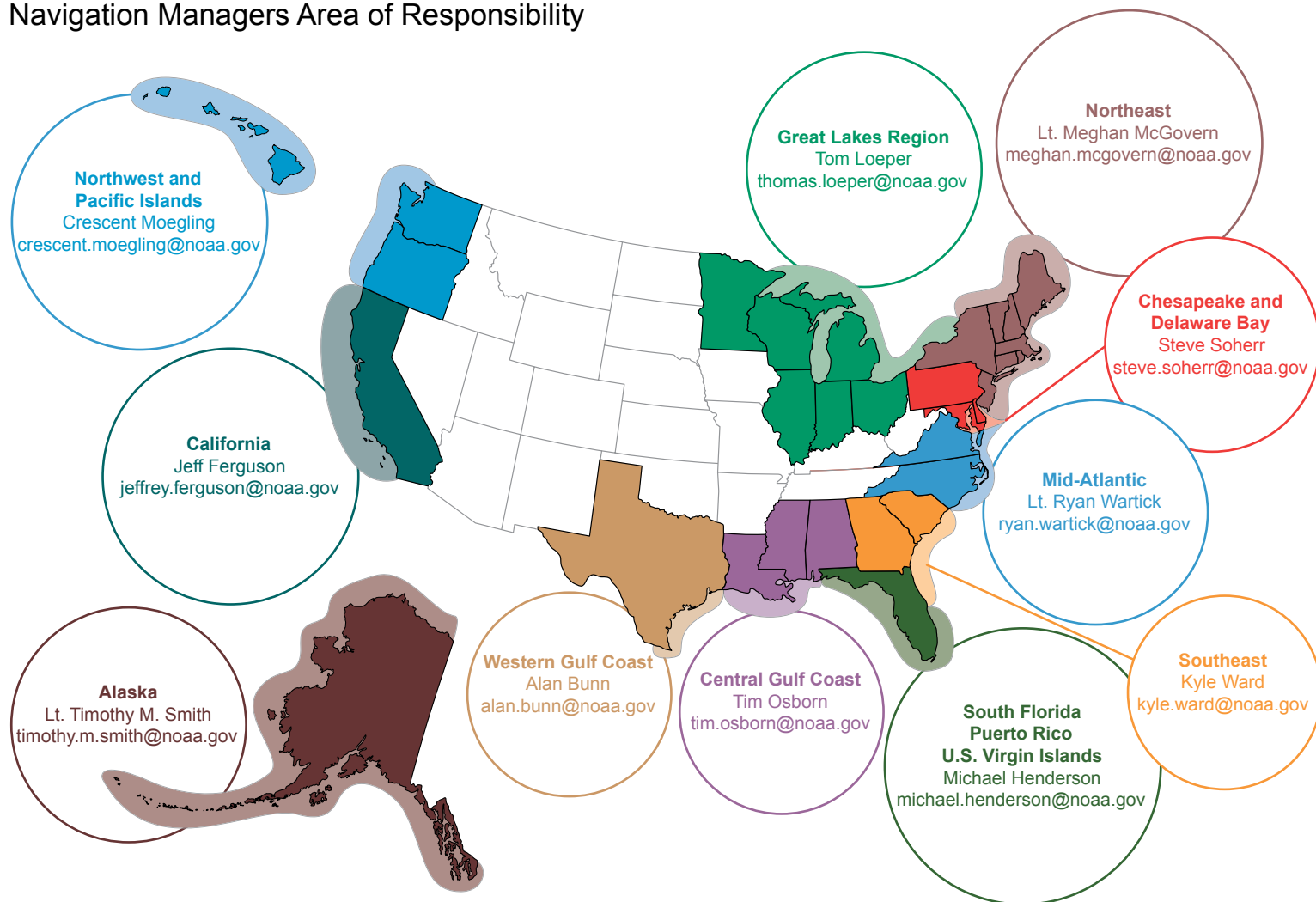
Caution.—The long sandbar N of the breakwater light is inconspicuous on a high-tide night, but the masts of boats moored in the harbor are quite visible over the breakwater. The **harbormaster** reports that these circumstances have caused several groundings on the sandbar when strangers making for the harbor at night failed to identify the breakwater light, failed to see the sandbar, but sighted the masts in the harbor and steered toward them, consequently going hard aground on the sandbar. The shoreline of the sandbar is subject to continual change.

Caution should be exercised when entering at night; the buoyed channel should be carefully followed.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Alameda	Commander 11 th CG District Alameda, CA	(510) 437-3700
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Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

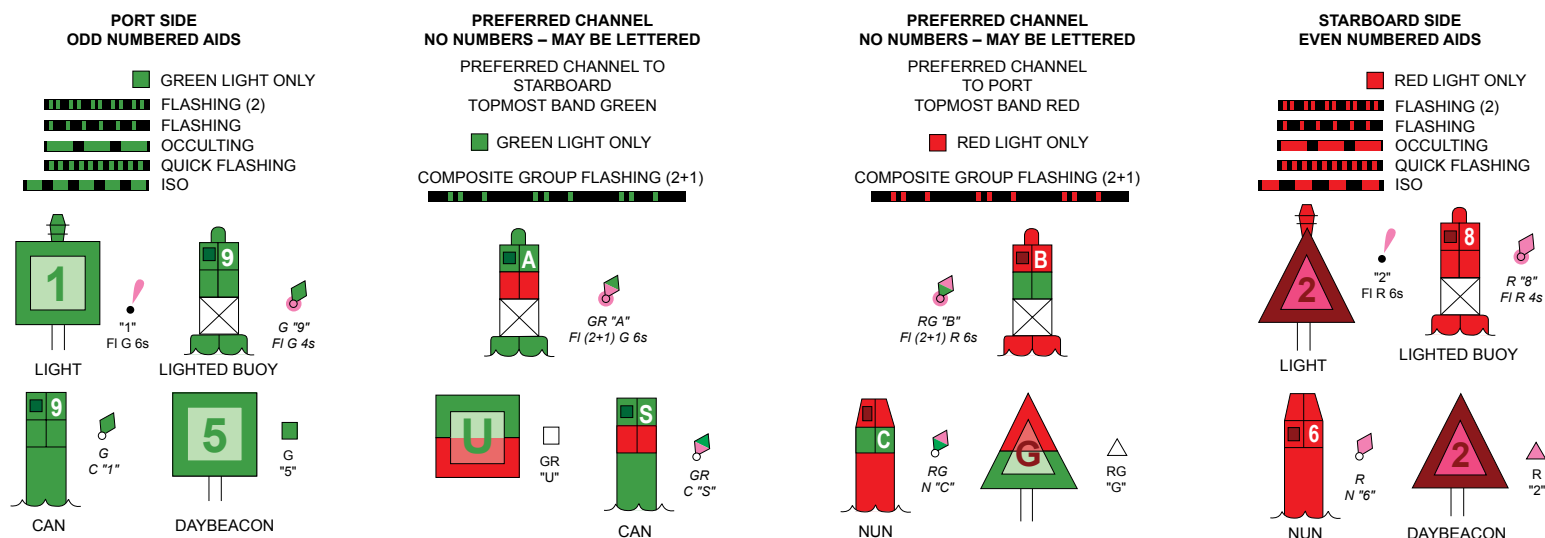
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

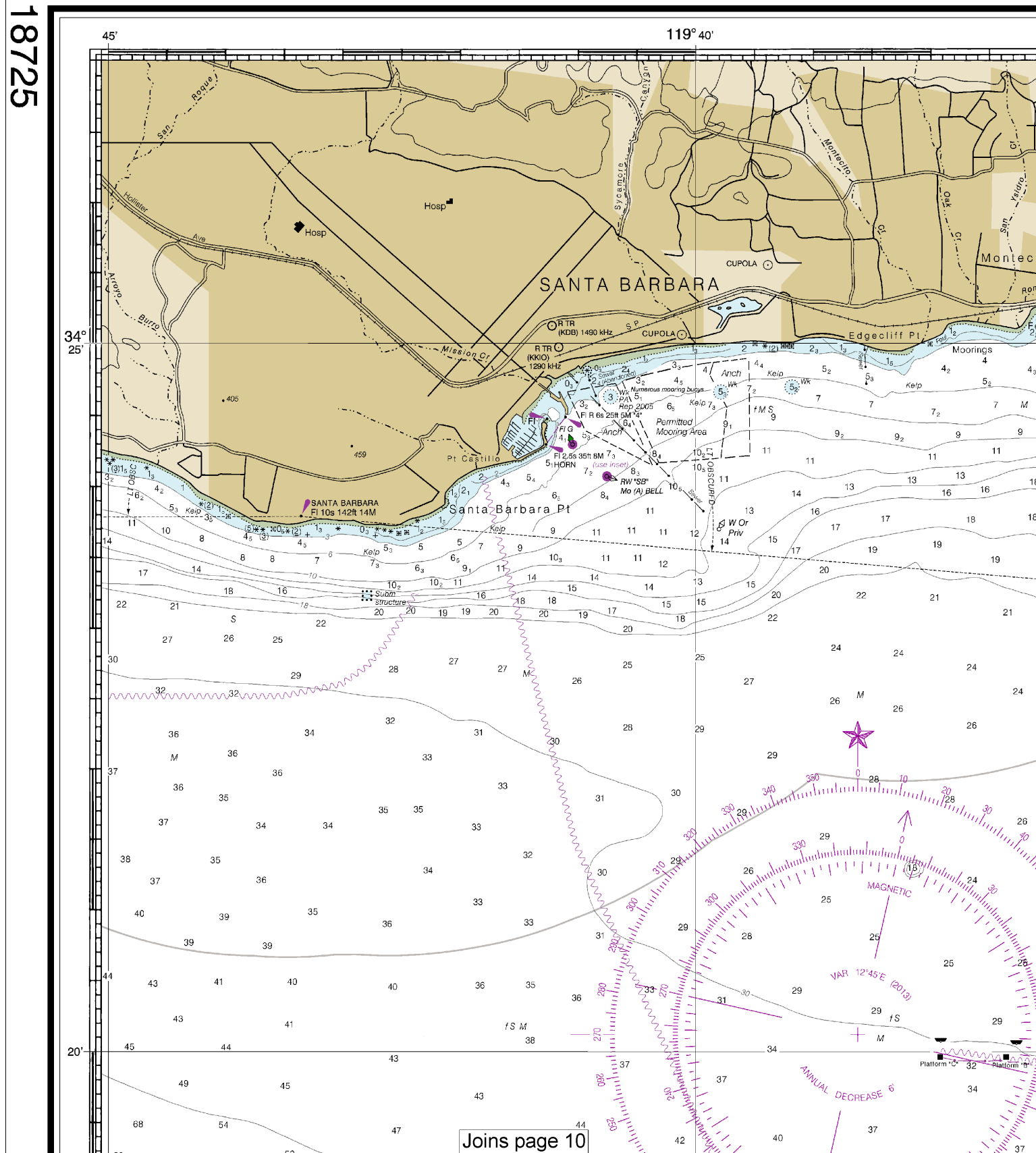
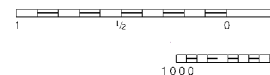


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

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CAUTION
Submarine Pipelines
Uncharted submarine pipelines may exist in the vicinity of oil well structures, and between such structures and the shoreline. Mariners should use caution when anchoring.



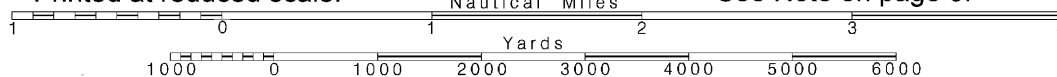
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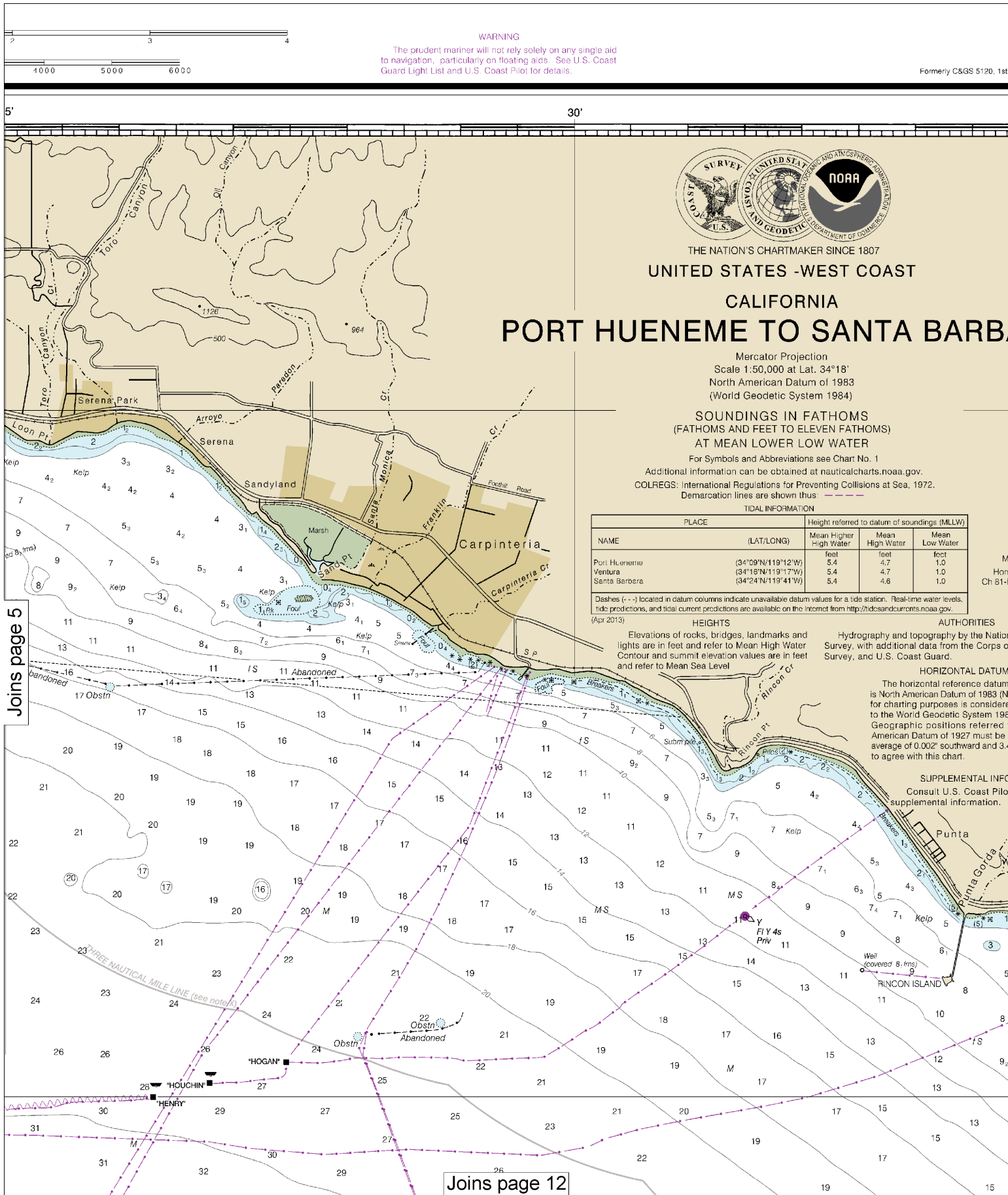
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Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.





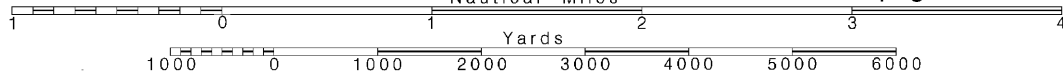
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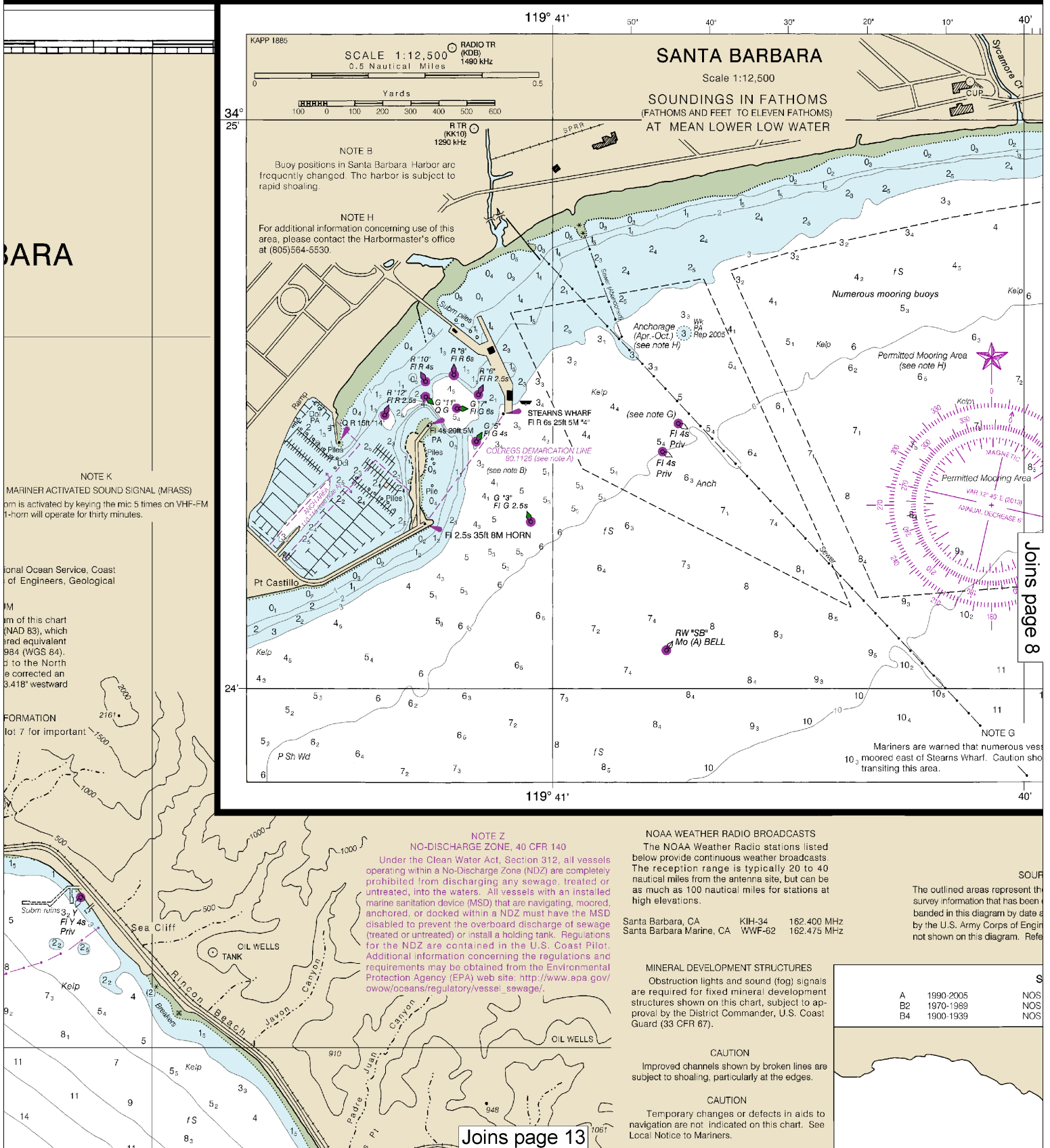
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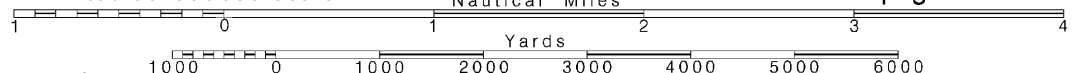
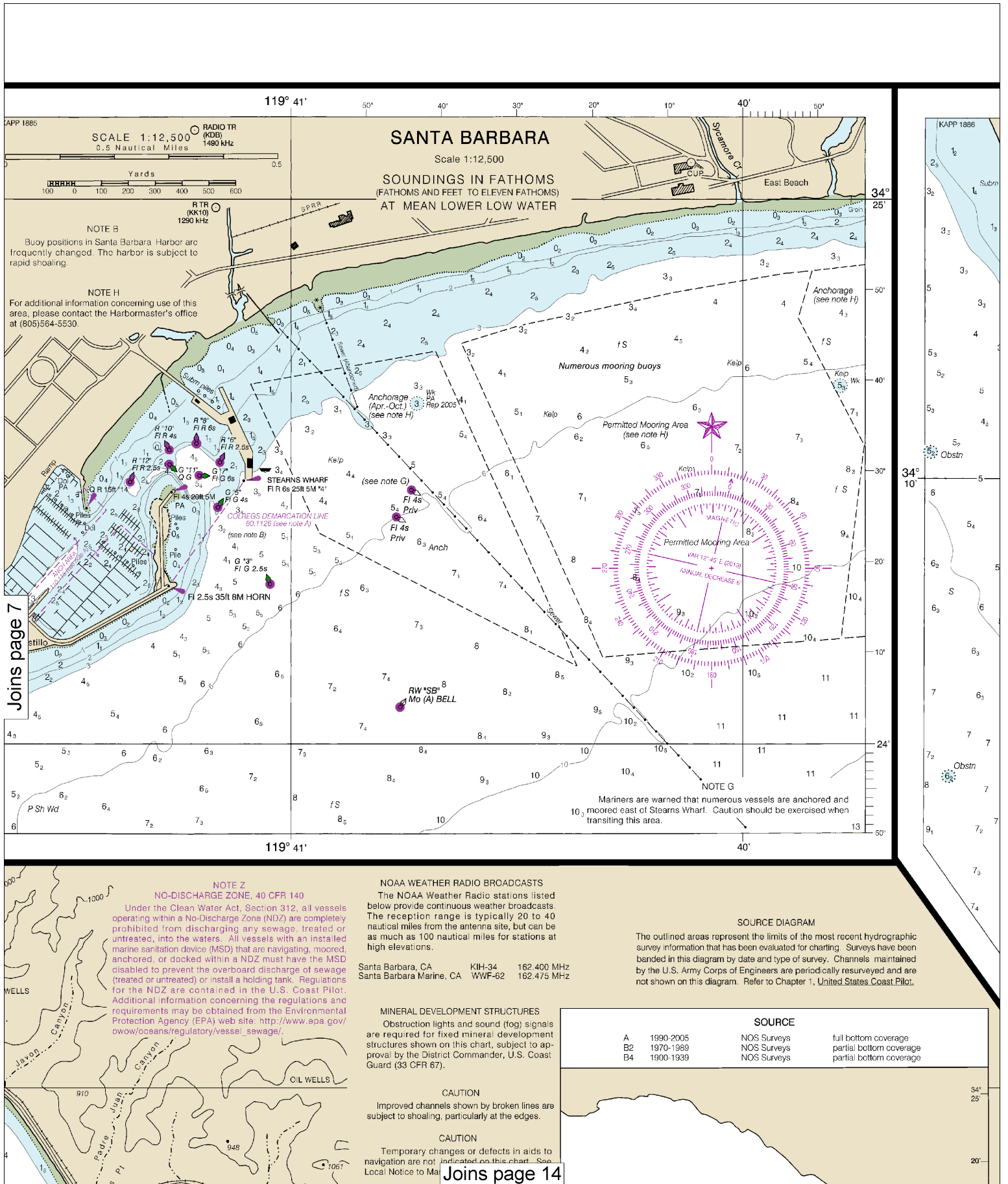
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See Note on page 5.

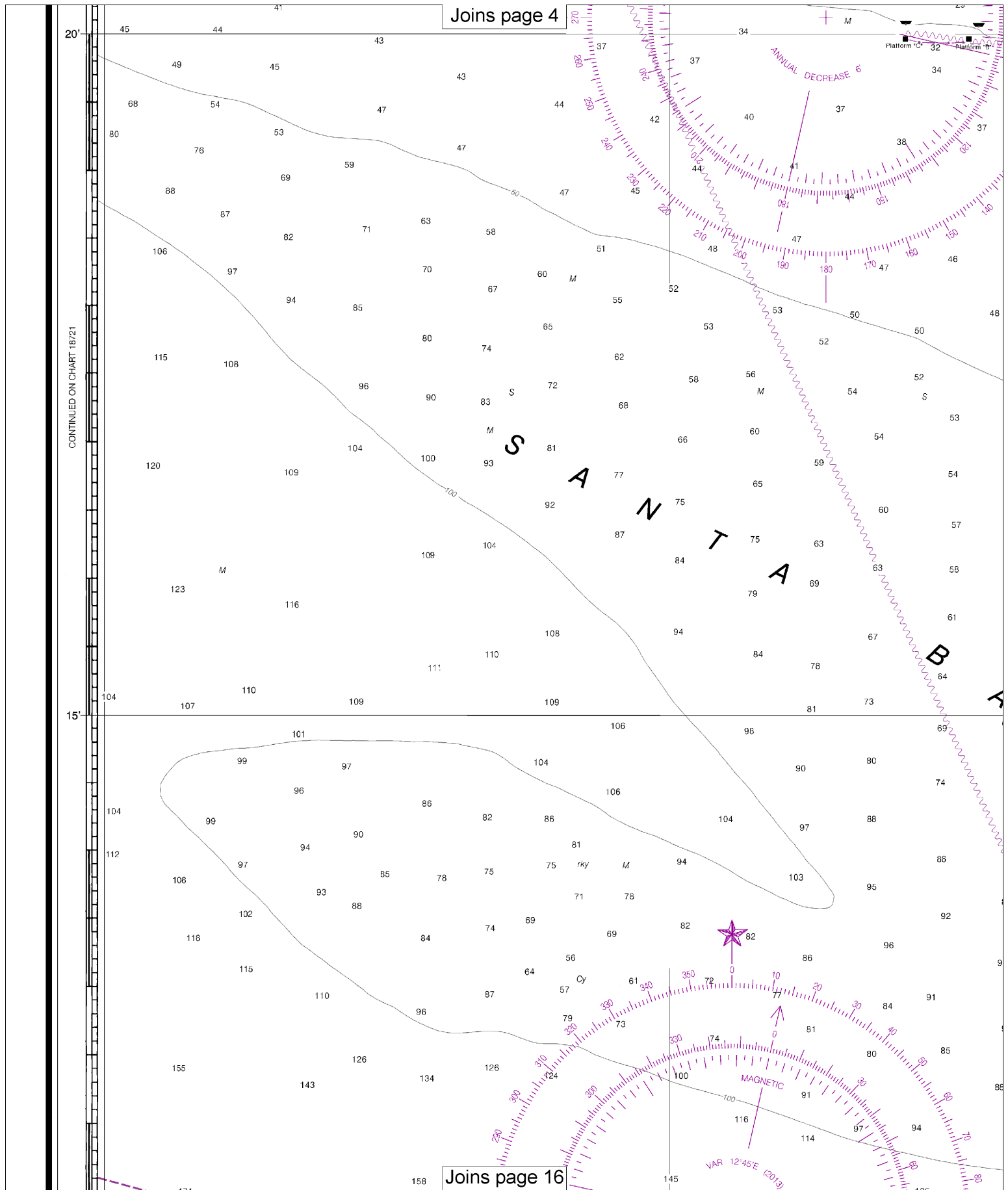


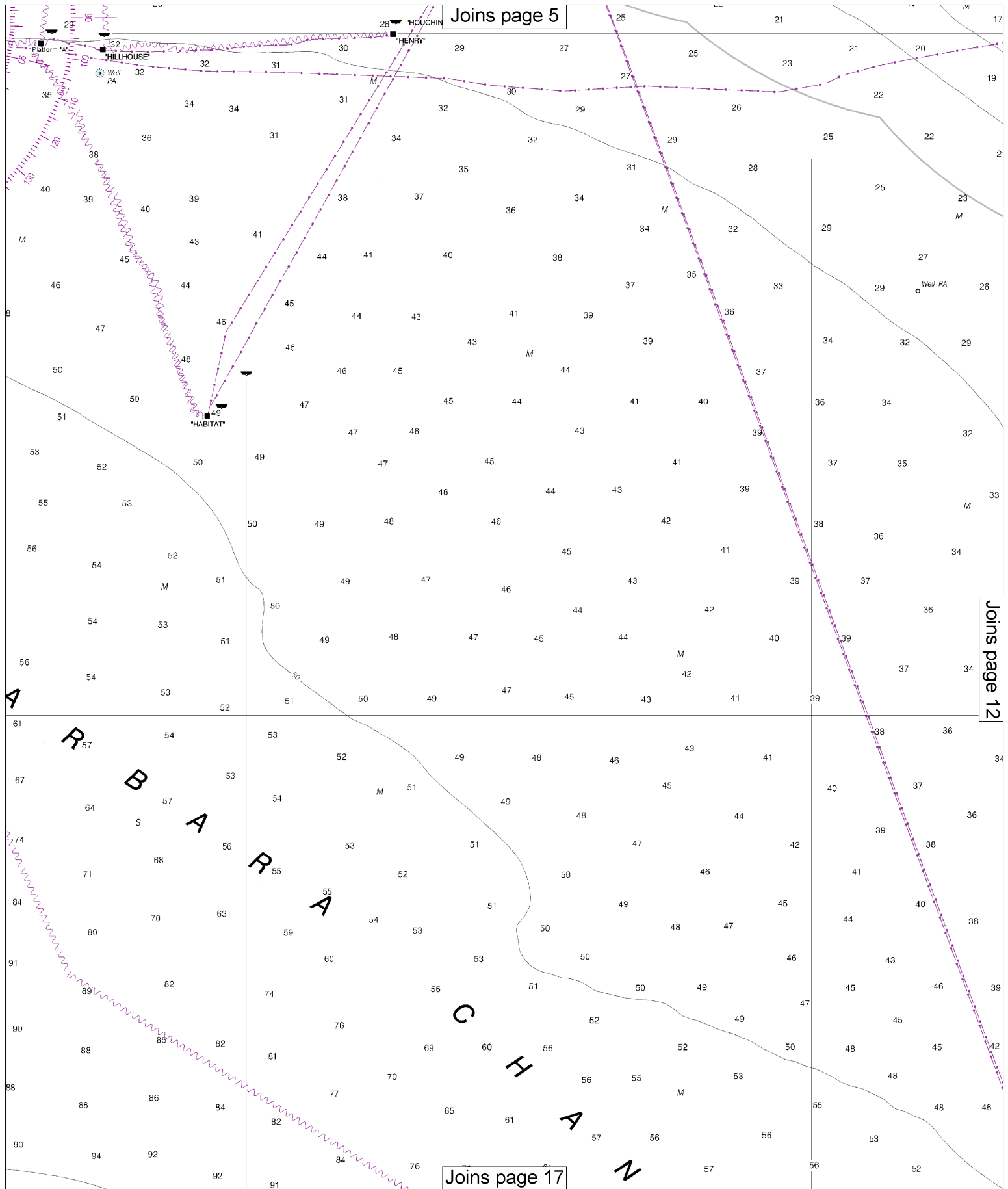


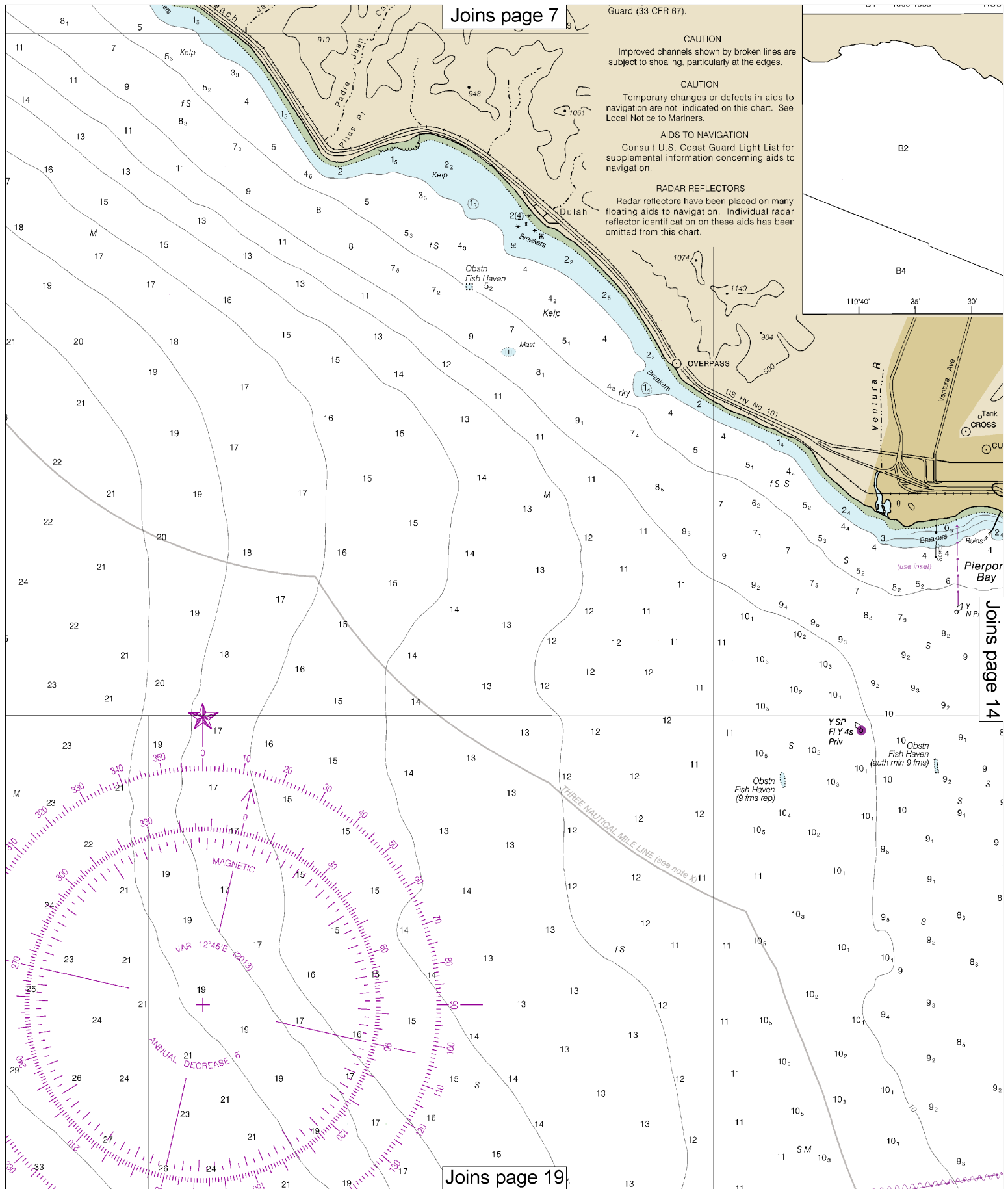


(FATHOMS AND FEET TO 11 FATHOMS)

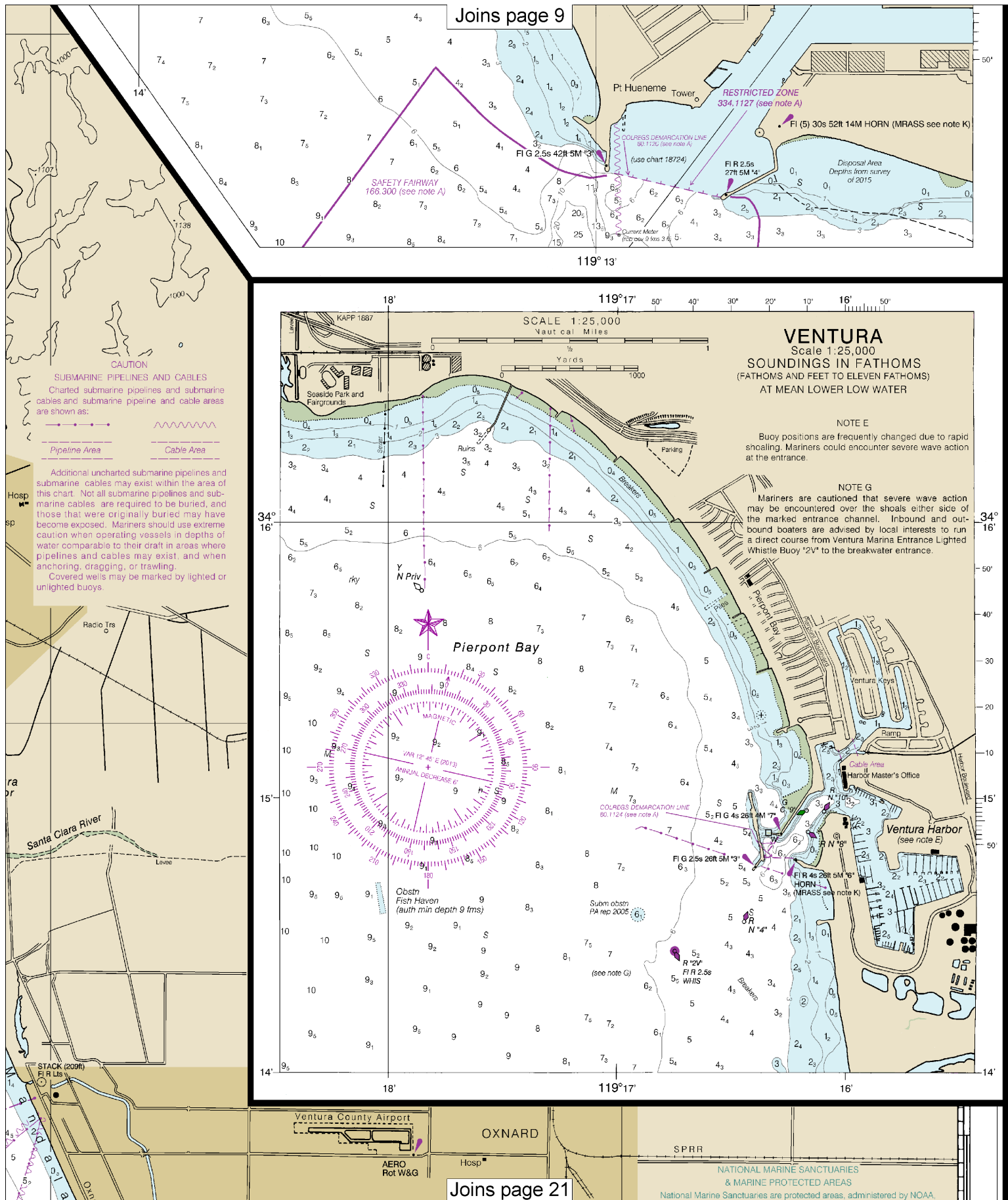


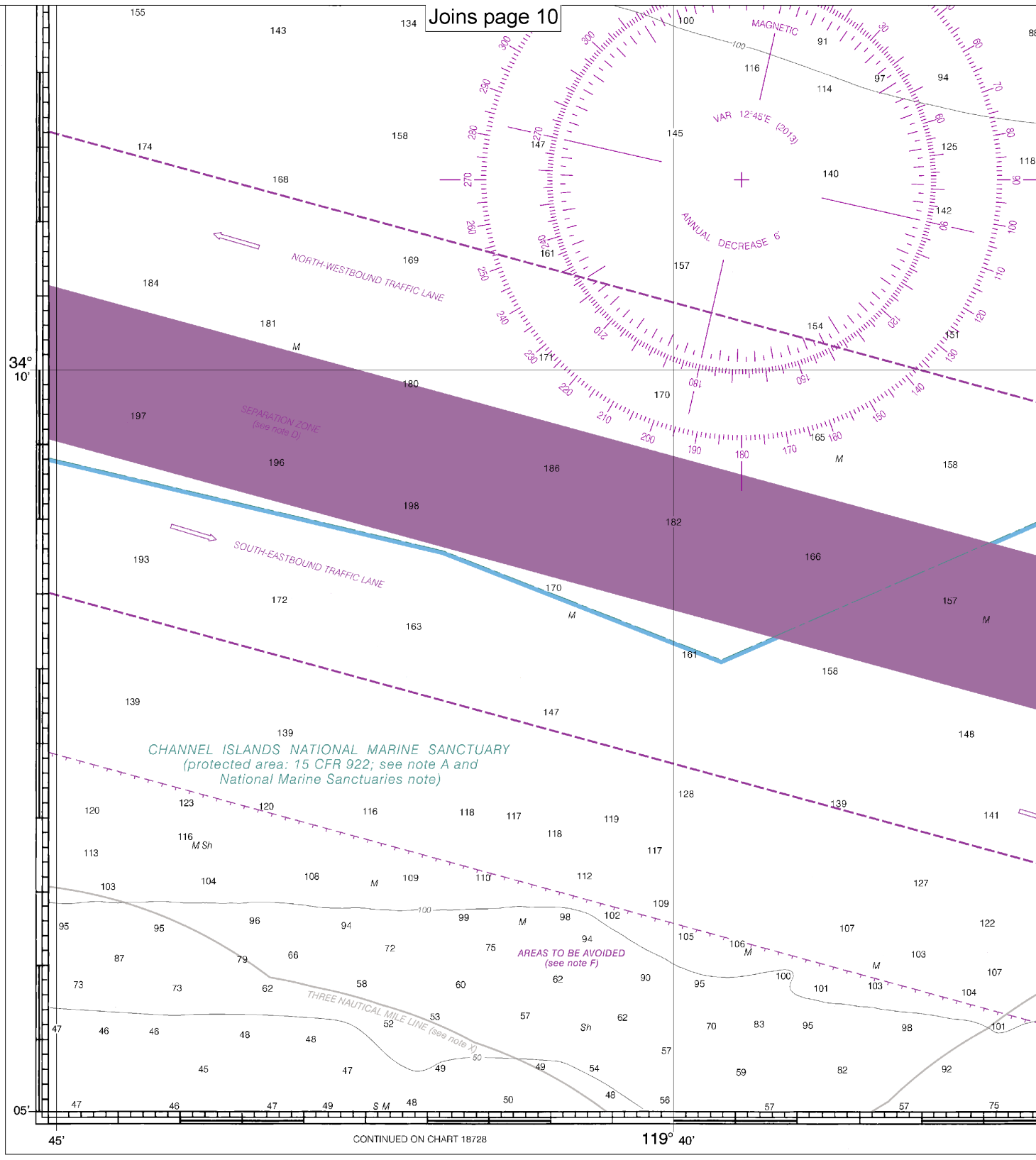






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18725

30th Ed., Jun. 2013. Last Correction: 11/3/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies, and comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact>

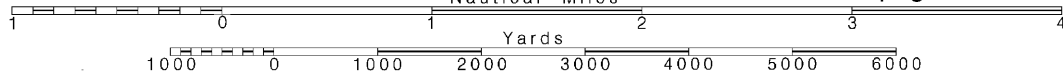
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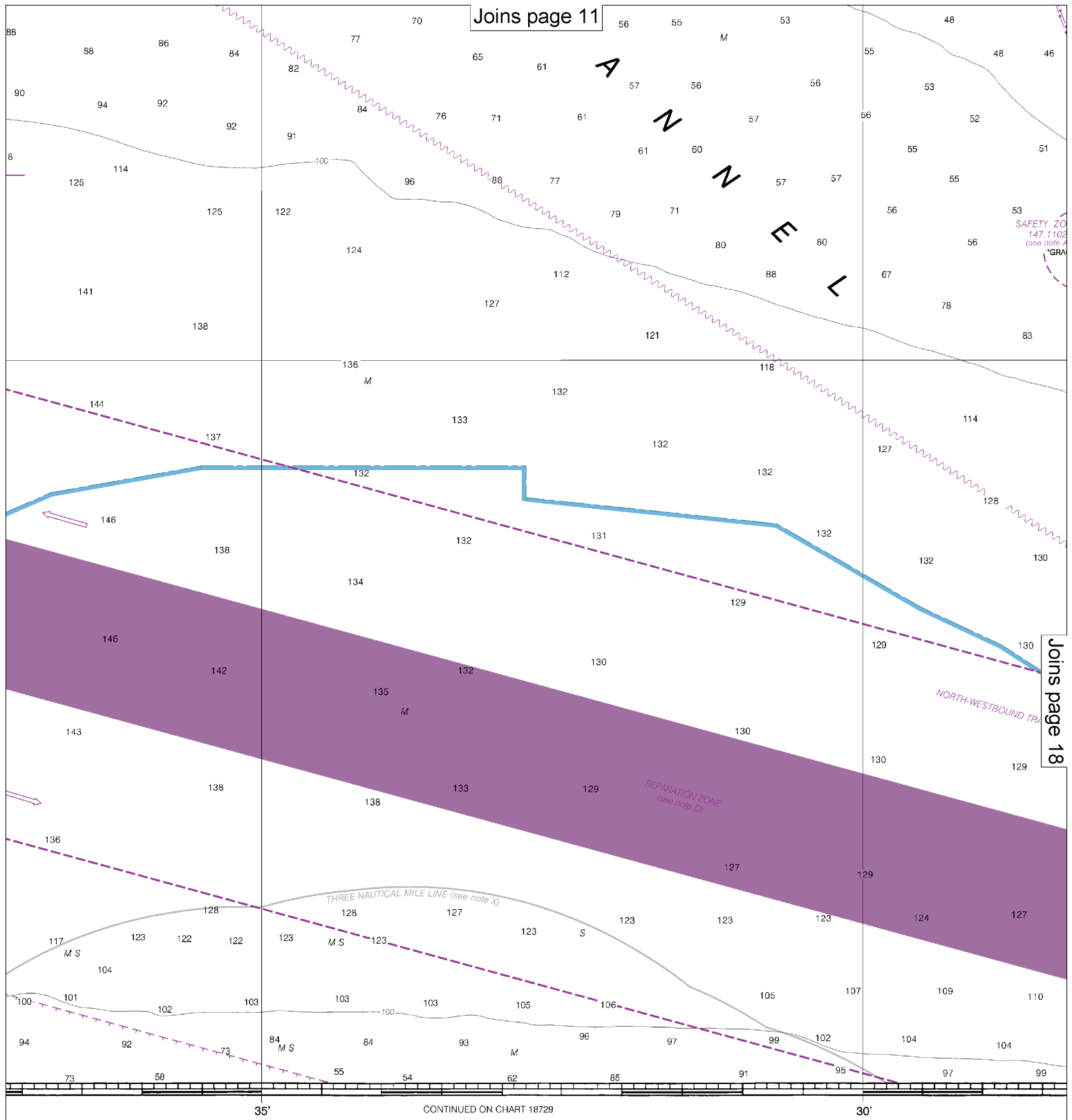
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.

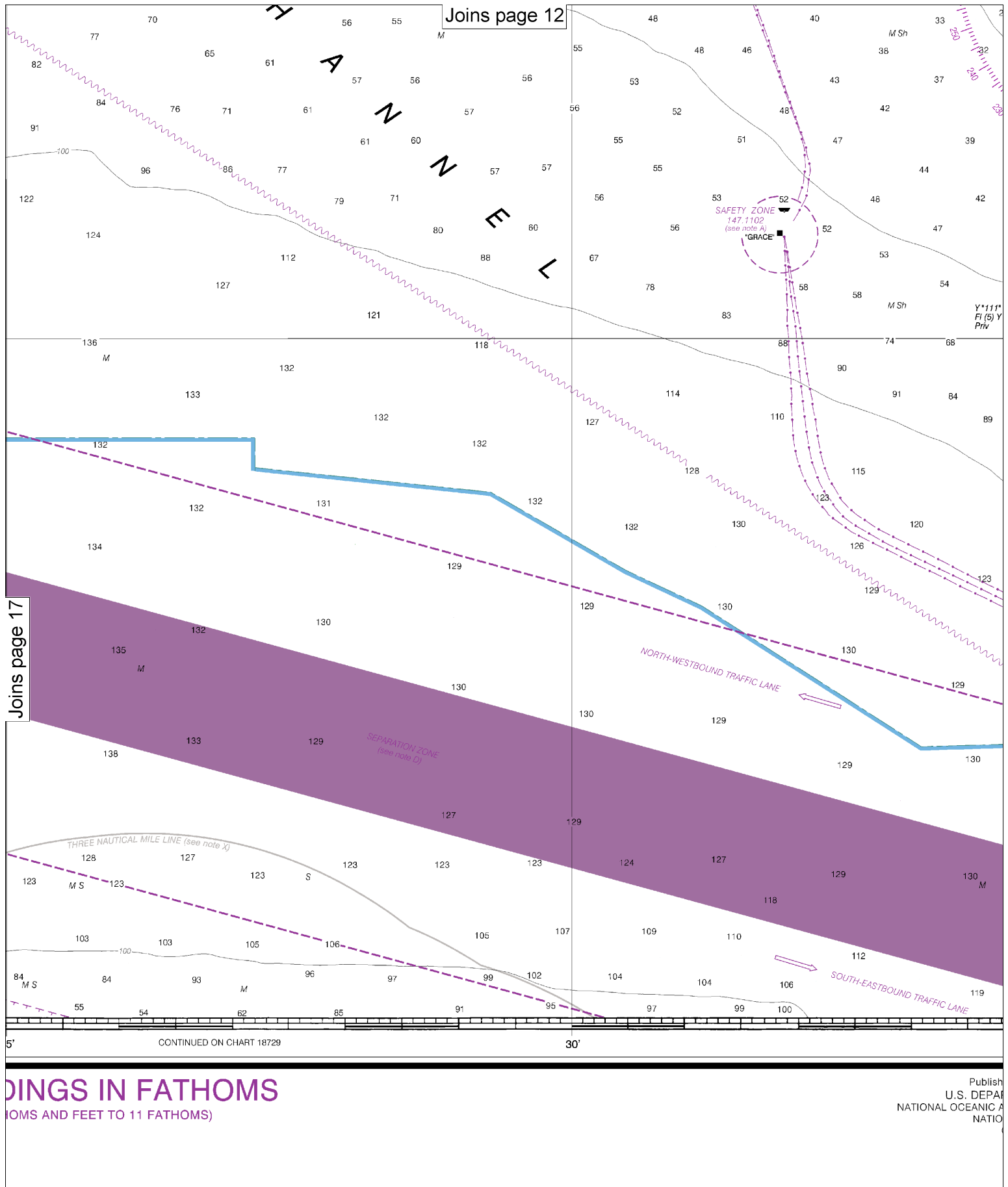




8 or comments
htact.htm.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

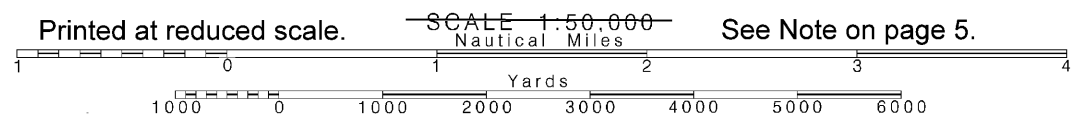


DEPTHS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

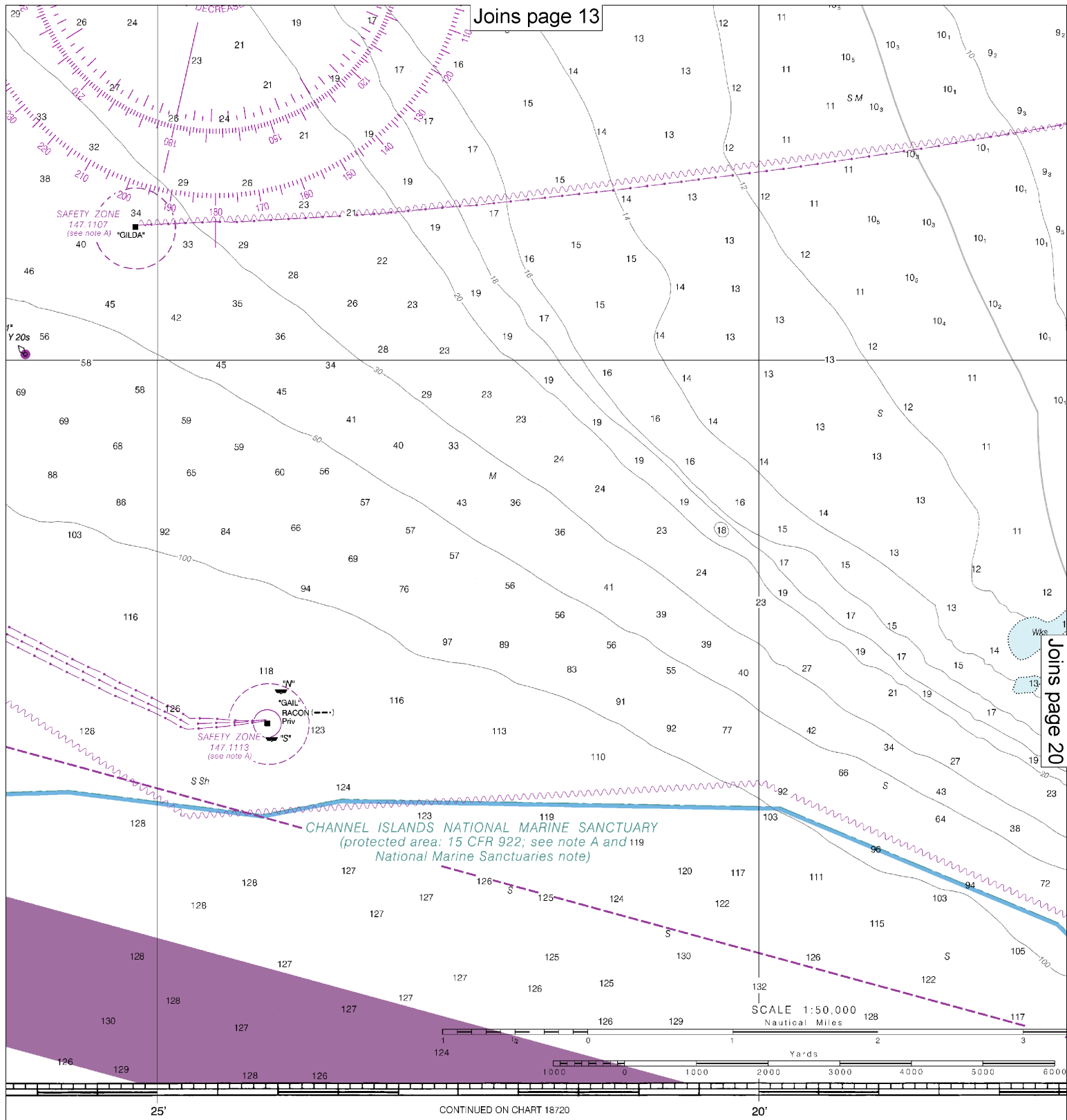
Publish
U.S. DEPT. OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL NAVIGATION CHART

18

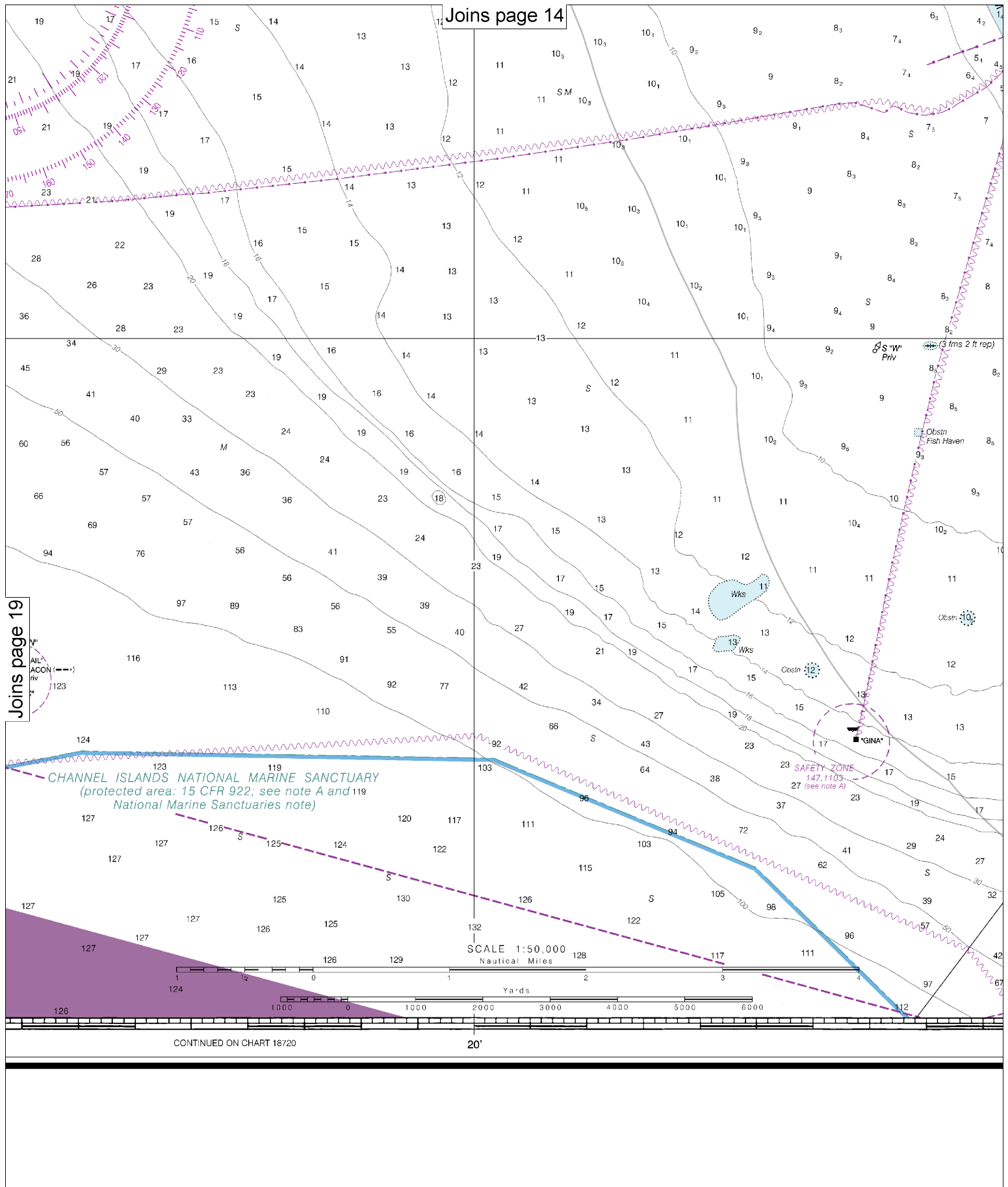
Note: Chart grid lines are aligned with true north.



Joins page 13



Department of Commerce
National Ocean Service
Coast Survey



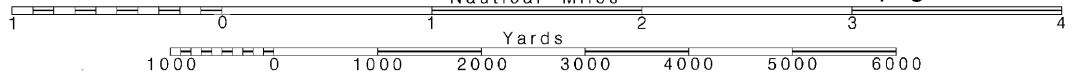
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

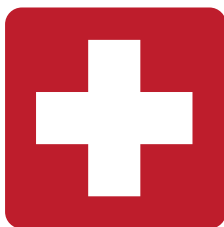
SCALE 1:50,000
Nautical Miles

See Note on page 5.



Port Hueneme to Santa Barbara
SOUNDINGS IN FATHOMS - SCALE 1:50,000

18725



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

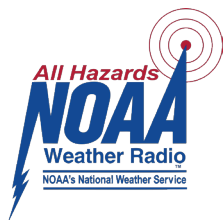
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

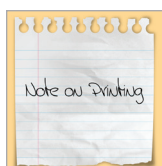
<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
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Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.